BUSY DURING HIS BRIEF VISIT. Ball. Parade and Presentation of a Sword at the Fair Grounds-Rough Riders' Reunion a Big Success-The Governor Will Make Some Short Stops on His Return Trip.

OKLAHOMA CITY, O. T., July 3.—Gov. Roosevelt left here at 10:30 o'clock to-night on a special train for his homeward trip. He goes over the Santa Fé as far as Hutchinson and then switches to the Rock Island system. Brief stops will be made along the way until Chicago is reached. At St. Joseph to-morrow evening the Governor will stay for some hours, in the course of which he will address an audience of Missourians.

It was a roaring welcome that Oklahoma City gave the Governor of New York. The city has not slept for two or three nights. Certainly it did not last night. From the moment Roosevelt's train drew in at 11:30 o'clock on Monday night until it pulled out to-night, the skies have been rent with shouts of "Teddy," the cracking of torpedoes, the blast of bands and the shrill "ki-ye-yi" of the Rough Rider

Oklahoma City's population of 15,000 has been just about doubled for the days of the Rough Riders' reunion. The great majority of the visitors are, of course, from the surrounding country. They came in buckboards, prairie schooners, express wagons and farm trucks, and brought their families with them. They wanted to see the celebration, of course, and the city and its sights, but mainly they wanted to see "Teddy." It would seem that Roosevelt is the patron saint of Oklahoma.

Every shop in the city displayed a picture of the Rough Rider Governor in its window. Banners labelled "Our Teddy," "Roosevelt forever." &c., were stretched across the streets. Most of the houses were decorated and many of them displayed in the windows pictures of Roosevelt. The townspeople and their visitors met the

Governor at the station with torchlights and bands, whirled him to a hotel and then stood him in a window and howled at him. They hurried him across to a ballroom where all the beauty of Oklahoma gathered to do him honor. The kept him there until 2 o'clock in the morning while the throngs gathered outside and yelled some more. They rode him horseback through the principal streets as soon as he had breakfast this morning with Indians and soldiers and cowboys in their best trappings as an escort. They surrounded him, some thousands strong, in the fair grounds and welcomed him again in set speeches from the Governor of the Territory and the Mayor of the city. Then they applauded his reply so vigorously that few heard what he said. After that they presented a sword to him, sang o him and had the band play the historic air. There'll be a hot time." They let him take luncheon with his brother officers of the Rough Riders, but kept a strict watch outside. Then they took him over to the fair grounds again and gave him an exhibition of how a pretty prairie girl can catch and throw a steer. They banquetted him when night came and then speeded him upon his way with a din that re-

speeded him upon his way with a din that reechoed far over the corn fields.

The Rough Riders' reunion was a great sucpess, both from the point of view of the Rough
Riders, who wanted to see one another, and of
Oklahoma City in general, which wanted a big
celebration. About two hundred of the Rough
Riders assembled for the reunion. The officers
present were Lieut-Col. Brodle, Major Liewellyn, Capts. McClintock, Muller and Frantz
and Lieuts. Johnson, Greenway, Goodrich and
Devereaux. They fought the battles of Guasimas and San Juan over again in great shape.

A notable feature of the celebration was the
presence of a large number of Confederate
veterans, about two thousand coming to town
and taking part in the events. There was also
present a squadron of the Eighth Cavalry, several companies of the Twentieth Kansas and
large delegations from the First Colorado and
the First Tennessee.

Cov. Procesvelt was taken immediately to the

the Governor a theme for his favorite topic of expansion. "It is only eleven years since the first part of the great tract of land which is now Oklahoma City was opened to the settle-ment of white men," he said. "Only a few years ago this whole country was a wilderness;

years ago this whole country was a wilderness; yet we are now in a populous town attending a ball.

The Oklahoma folks had nothing to be ashamed of in this, what might be called their first State ball. There were lots of pretty girls and handsome women, good music and severity of decorum. Most of the men wore uniforms and most of the women were in evening dress. As many strangers remarked, it was hard to realize that only a few years ago the spot might have been the scene of an Indian war dance. Gov. Roosevelt led the grand march, with the wife of Lee Van Winkle, Oklahoma City's Mayor. He stayed at the scene of festivities until after 2 o'clock, when he was driven to his car, still surrounded by the cheering crowd. The Governor passed the rest of the night in the car, He arose early and devoted himself to a bunch of telegrams. Among them were messages from J. J. Williams, Mayor of Memphis, Tenn., the Merchants' Exchange, The Cotton Exchange and the Business Men's Club, urging him to go to Memphis. Mayor Williams's message read: Give the South one day as you have given the nation." The Governor was obliged to answer that his arrangements would not permit him to visit Memphis just now. A message of similar tenor was received from Port Gibson, Miss., signed by the Mayor and Board of Aldermen.

The feature of the day's celebration, the par-

sage of similar tenor was received from Port Gibson, Miss., signed by the Mayor and Board of Aldermen.

The feature of the day's celebration, the parade, was under way at 10 o'clock. About 3,500 men were in line, the order being: Confederate Veterans, eighty of the United States Cavalry, Rough Riders, Oklahoma National Guard, Territory Volunteers, Twentieth Kansas, First Colorado, First Tennessee. Mounted Indians to the number of 1,500 added local color. Gov. Roosevelt appeared on horseback at the head of the Rough Riders. He wore his slouch hat, a black cutaway coat and dark riding trousers. The crowd wanted to see him in his old Rough Rider's uniform, but they recognized him far off and kept an incessant shouting. The parade disbanded at the fair grounds and the Governor was escorted to a speaker's stand, erected in front of the grandstand, which had been jammed full long before with waiting spectators. There was some delay and the Governor of New York reminded the Governor of Oklahoma that time was precious. Gov. Barnes immediately stepped to the front and read a leng address of welcome in the course of which heads:

Your name is inscribed high upon the es-

oklahoma that time was precious. Gov. Barnes immediately stepped to the front and read a leng address of welcome in the course of which he said:

"Your name is inscribed high upon the escutcheon of fame as the chief executive of the greatest State in the Union and we know and love you as a statesman who dares to practice as well as preach adherence in all things to the law of the Ten Commandments and the Golden Rule, and, sir, we fondly hope and believe that the bright star of your destiny may in the years to come shine out upon your name written still higher on the tablet of our country's greatness and glory."

Mayor VanWinkle welcomed the Governor in behalf of Oklahoma City and then the Governor arose. It was some time before he could speak on account of the cheering. He said:

"Mr. President, my fellow citizens, men and women of Oklahoma. I was never in your country until last night, but I feel at home here. [Applause.] I hope to come down here often, as I the next time I come I hope to see you a State. (Applause.) You have free homes now, but you want a State and I do not have to say to you that I am with you and ready and willing to aid you in what you desire. I can say that I appreciate the way in which the procession was formed this morning with the blue and the gray, the men who fought in the Union thirty-five years ago, each side proving the valor of the other so that your sons can be equally proud of the courage of the men who wore the blue as of those who wore the gray, and who, mounted under one flag, formed the foremost of all nations of the earth. We of the younger generations are to uphold it. Our war was a trifle compared with yours, as I have said before. Ours was not a great war, because it did not have to be, but we were all ready to make it just as big if necessary.

"I want to thank the city and the Territory, whose guests we are for the magnificent hearitail we stored to be such as the here to day are men partly or in whole members of the Nama of Oklahoma, it is eleven years since you came

you expanded over him. We of the Rough Riders are proud of Major-Gen. Wood, not Riders are proud of Major-Gen. Wood, not only because we remember how he led us in the first fight (for no man of us had any notion of what it was to be in a fight before), but we found it out because he has been so wonderfully able and upright in his administration in Cuba, because we feel that our regiment has taken the lead and has furnished that kind of men who must be seen in the tropical seas, because we are going to make them pleasant islands and give them government that is a blessing.

Thook nere, you to loss, clear there, work. Do you recollect the marches (cries of Yes], and the nights when the blankets were too light (cries of Yes]. You remember when men threw away their blankets in the daytine and had difficulty in keeping warm at hight. We have been there. They were the hardest years you ever spent, but of all the things in your life you are proudest of those four years; years that you will hand down as a heritage to your children. As it is with the individuals, so it is with the nation. You of Oklahoma formed this State because you came here not seeking a life of ease, but out of labor to rest in splendor and in triumph. So it must be with the nations of the earth.

"We are a nation fit to play its part among the peoples, a nation that does not want to take the place of Chins at present. China has not expanded: there is no danger of China expanding. It is not that kind of a country. I appeal to the great people of the West, on the men who have fought together, to their sons, who came forward and offered all they had to the nation. I care nothing for their party. All will see to it that the nation does not shrink from its york that the flag that so often has been borne to honor shall be upheld for evermore as the flag of the greatest and mightiest nation, that shrinks from no duty when duty calls.

"I am glad to be in one of the four Territories where our regiment was raised. I am glad to have the chance of speaking to you who are now upbuilding this mighty. Commonwealth, to tell you here in the West, in the presence of you men who fought in the great war and in behalf of the younger generation of the East and of the West, the North and the South, that we will not be false to the standard that you set. That we shall strive to do our duty abroad, and besides doing our duty abroad shall do our duty at home, where we have learned that lesson then and not until then will we put this nation where this nation must stand and shall be put when this shall be among the nations the greatest have th

wiping away her tears. Gov. Roosevelt and Gov. Barnes were at

ellyn, Capts. McClintock, Muller and Frantz and Lieuts. Johnson, Greenway, Goodrich and Devereaux. They fought the battles of Guasimas and San Juan over again in great shape. A notable feature of the celebration was the presence of a large number of Confederate veterans, about two thousand coming to town and taking part in the events. There was also present a squadron of the Eighth Cavalry, serviced companies of the Twentieth Kansas and large delegations from the First Colorado and the First Tennessee.

Gov. Roosevelt was taken immediately to the big new hotel on his arrival last night. He had changed his travelling dress for evening clothes, insorder to attend the ball given in honor of the Rough Riders. The first thing he did was to receive his old comrades in arms, after which he was prevailed upon to step to the window of the hotel reception room, in answer to the clamor of the waiting crowd, which blocked the streets.

Soon afterward the Governor drove over to the hall where the ball was in progress, escorted by what seemed to be the entire population of the city. The ball was a very pretty affair, and the scene suggested immediately to the Governor a theme for his favorite topic of expansion. "It is only eleven years since the Governor of Oklahoma, hurried off to gov. Barnes and demanded an apology. Gov. Barnes and demanded an apology. Gov.

ADMIRAL PHILIP BURIED. Funeral Services With Naval Honors Con-

ducted at Annapolis. ANNAPOLIS, Md., July 3 .- The funeral of Admiral John W. Philip, U. S. N., took place this afternoon from the Naval Academy chapel. The Rev. Wilton Merie Smith of the Central ducted the services.

The funeral procession was composed of the Naval Academy band, the marine guard carrying the national colors draped, the ministers, the active pallbearers, a sailor with the Admiral's flag furled and draped, a squad of sailors, the honorary pallbearers, the fourth class of naval cadets, the officers and professors of the Naval Academy, Secretary Long and Commander Wajnwright. As the procession moved the Naval Academy band began a dirge and the guns of the shore battery sounded at intervals. At the grave the marine guard fired three volleys as the last salute. Mrs. Philip widow of the Admiral, and her son, Barrett Philip: Mrs. Wheelock, Admiral Philip's sister, and other relatives were present. the active palibearers, a sailor with the Ad-

Admiral Philip's Life Insurance. Rear Admiral Philip's life was insured in the Equitable Society for \$20,000. He had been a policy holder for ten years.

Bicycle Brigade of Strike Pickets.

The strickers formerly employed by the Emtion have organized a bicycle brigade of pickets to watch the shops of the employers and the buildings on which they have contracts. The buildings on which they have contracts. The strike began in the shop of A. Haspel, Ninety-third street and First avenue, where demands were made which the employers considered intolerable. As similar demands were to be made of all employers, the association decided to shut down for a week or two during the slackness of trade which exists at present. The employees then turned the lock-out into a strike. The bicycle pickets—about twenty in number—will ride back and forward between the shops and the buildings to see that no non-union men are employed.

Rival Unions of Musicians.

The Musicians' Mutual Benefit Association of the Greater New York, the faction of the Musical Mutual Protective Union which favors alliance with trades unions, received a charter from the with trades unions, received a charter from the American Federation of Musicians yesterday and has applied for representation in the Central Federated Union. The old Central Labor Union, which was the predecessor of the C. F. U. maintained a paper boycott against the Musical Mutual Protective Union for about eight years which some of the unions in the C. F. U. wish to have continued. The Manhattan Musical Union, which is already in the C. F. U., will oppose the application of the new body of musicians for representation on the ground that one union in a trade is enough.

Union That Loans Money to Members. The Amalgamated Street Metal Workers Union announced yesterday that it has set aside part of its income to form a fund from which small loans can be made to such of its members as may be hard up. So far \$400 has been thus loaned.

Fire at Rockaway Beach.

SUPT. PRYE STRUCK CAPT. M'HARG. Trouble on the Transport Sedgwick on Which

Cuban Teachers Travelled Boeron, July 3 .- Additional details of the zouble between Supt. Frye of the public schools of Cuba and Capt. J. W. McHars, Quartermaster commanding the United States transport Sedgwick, came out to-day. It appears that at Matanzas, Mr. Frye was so busy at breakfast time that he did not get an opportunity to take a cup of coffee. At the officers' table later there were several vacant chairs and Mr. Frye remarked that he would like a cup of coffee.

"Very sorry, sir," said Capt. McHarg, bruskly, "but the teachers have had their breakfast and we have made no provision for you at this table.

Mr. Frye had to go until night without any thing to eat. Two days later, the transport thing to eat. Two days later, the transport was iying off Sagua. The teachers were brought aboard on a tug and most of them were seasick. Some of the women did not have quarters assigned to them immediately and after a long wait Mr. Frye asked Capt. McHarg if he couldn't assign the waiting twenty teachers to their berths.

Capt. McHarg replied in a seemingly pleasant enough tone, "Go ahead and assign them yourself." This Mr. Frye started to do when the Quartermaster came after him angrily and said:

the Quartermaster came after him angrily and said:
"You let them alone. I'll attend to this when I'm ready."
"I'll do it now, Capt. McHarg." Mr. Frye responded. "There are no places for these women to sit or lie down, and some of them are sensick and they must have berths at once."
"Not another one of them will be assigned until 10 o'clock, replied the Quartermaster.
He went upstairs, telling Mr. Frye to let the matter alone. Mr. Frye started to go below to continue the work, and then Capt. McHarg said:

said:

"If you go below, I'll grab you by the throat,"
"You are a coward, Capt, McHarg and you
don't dare to touch me," said Mr. Frye.
Thereupon Capt, McHarg Jumped at the
superintendent and grabbed him by the throat,
crushing his collar. Mr. Frye then struck
him one blow below the ear and the Quarter
master staggered back and down two steps.
Mr. Frye stepped forward after him, but then
Mr. Morales, Mr. Frye's secretary separated
them. Capt. McHarg is a volunteer appointed from New York.

BURGLARS ROB A RREWERY. They Bind Two Employees and Come Near

Blowing Up the Building. LAWRENCE, Mass., July 8 .- The Cold Spring Brewery was entered by six masked men early this morning and the engineer, Max Espig, was murderously assaulted and with the watchman, Joseph Praetz, was bound and thrown

man, Joseph Praetz, was bound and thrown into a freight car. Then the safes were blown open and about \$400 in money and other property stolen.

The engineer was shoveling coal when two of the burglars jumped on him from behind and beat him into insensibility with the butts of revolvers. Praetz was making his rounds when he was held up at the muzzle of two revolvers. Botb prisoners were then bound with wire and rope. One of the gang was left to guard the brewery employees while the others made for the office. After a time Espig regained consciousness, and hearing the steam rising in the boilers cried out to the guard:

"For God's sake, shut off that steam or that ammonia tank will explode."

At his direction the burglar shut off the steam and prevented the blowing up of the building. Meantime the other burglars blew open the safes with dynamite. They took the engineer and fireman and locked them in a freight car, bound hand and foot, with the idea of having them carried off in the next train that was made up. Fortunately the two employees were able to free themselves.

MUST SUPPRESS PARK ROWDIES. Chief Devery Sends Out a Stringent Order in

Regard to the Summer Concerts. The Park Department on Monday announced the discontinuance of evening concerts in Mount Morris Park owing to the failure of the police to suppress rowdies who spoiled the pleasure of persons listening to the music. Promptly following the announcement yester-day came a general order from Chief Devery to his captains to suppress rowdyism at the

to his captains to suppress rowdy-an a true concerts.

"I cannot urge upon you too strongly your duty in suppressing this particular class of criminals," the order says, "and I shall expect to see reports of their arrest instead of com-plaints of the commission of these offences by

them."

If a commanding officer is short of men for park duty the Chief offers to supply a special detail from headquarters.

WHEELMAN TRIES SUICIDE.

Frederick Weber, 21 years old, who said he ived at 316 Eckford street, Greenpoint, attempted to commit suicide in Long Island City yesterday afternoon. He was riding a wheel on the bicycle path along Thomson avenue in the direction of the Queens County Court House. Dutch Kills Creek crosses Thomson avenue and when Weber reached the bridge he dismounted and placed his wheel against the railing. A short distance behind him were other wheelmen and two young women mounted on bicycles. They saw Weber drink mounted on bicycles. They saw Weber drink from a small bottle, and before any one of the three could reach him he had dropped the bottle and cast himself into the creek. The water is not deep and the other wheelmen seized Weber by the heels and pulled him ashore. They placed him on the bank and, mounting their wheels again, rode to St. John's Hospital. Dr. Manning responded with the ambulance and took Weber, who was then unconscious, to the hospital. After working over him some time he regained consciousness long enough to tell who he was.

At the address he gave nothing was known of Weber. On his bicycle was the label of the Greenpoint Signal Company, in Greenpoint avenue. At that place it was stated Weber hired the bicycle at noon on Monday with the understanding that he was to return at nightfall. He paid \$1 for the use of the wheel. At St. John's Hospital it was stated that Weber had swallowed a quantity of nitric acid and that his condition was serious.

A SUICIDE AT 15. Louise Xiques Succeeds at Last in Ending

Her Life Suicidal Manta. Louise Xiques, the fifteen-year-old daughter of Ramon Xiques of Grant City, Staten Island, a dose of Paris green taken the day before with suicidal intent. Within the last six months the girl had made two attempts to take her life. Apparently she was afflicted with suicidal mania.

Threw Herself From Fourth-Story Window Mrs. Evaleena McNamara, 30 years old, of 132 Ninth street, Brooklyn, committed suicide last night by jumping from a fourth-story window. She had been sick and despondent for the past

Charles Wesley Dickinson, the inventor of the Dickinson geometrical banknote engraving lathe, died on Monday night at the home of his son-in-law, A. H. Osborne, in Belleville, N. J., in his seventy-eighth year. He was born at Springfield, N. J., in 1823, and was a son of the Rev. Philemon Dickinson, a Methodist minister. Young Dickinson was apprenticed to Seth Boyden to learn the machinist's trade and showed remarkable inventive talent. Later he became a watchcase maker. He worked Later he became a watchcase maker. He worked on his banknote engraving lathe until it was perfected. In 1862 the first of his machines was used on banknotes and Mr. Dickinson went to Washington to run one for the Government. He stayed there for a year and a half and since that time had always resided in Belleville, where he had his workshop. In this building, 50 feet long and 25 feet wide, were turned out machines for banknote engraving for this country and many foreign Governments. A son of Mr. Dickinson is now at Lisbon, Portugal, setting up a machine for the Government there.

Edward F. Keating of 55 Montgomery place.

Three buildings were destroyed by fire at Holland's station, at Division avenue and the Boulevard, Rockaway Beach, last night. The fire started in the barn of the meat store of Jennings & Co., and three horses were burned to death. The flames spread to the buildings owned by C. Wright and C. Diuze and these were also burned to the ground. During the fire, Mrs. Maud Jennings was carried out of here, Mrs. Maud Jennings was carried out of here. Mrs. Maud Jennings was carried out of here, Mrs. Maud Jennings was carried out of here. Mrs. Maud Jennings was carried out of here. Mrs. Maud Jennings was carried out of here. Brooklyn, in 1855, and graduated from St. Peter's Academy. In 1856, and graduated from St. Peter's Academy. In 1856,

OUR MERCHANT MARINE.

THE ADDITIONS DURING THE YEAR MAY EXCEED 437,846 TONS.

Cent. of the Total. Making This Year's Addition to the Fleet, in Value and Carrying Power, the Largest in Our History. WASHINGTON, July 3.-The Bureau of Navigation says that during the fiscal year ended June 30, 1900, the total tonnage of shipping officially numbered amounted to 417.034 gross tons. Full returns from Honolulu will not be received for a fortnight, but about 88,000 tons of Hawaiian vessels were entitled to American documents under the act of Congress creating the Territory of Hawaii. Porto Rican vessels were also by act of Congress entitled to American documents, but they aggregate less than 1.000 tons. Complete figures will probably show that the actual additions to the American merchant fleet during the year have surpassed the 437,846 gross tons documented during the fiscal year 1874. when the law required all canalboats domestic trade to be documented. In that event the additions to our merchant fleet during the fiscal year will have been greater than

not simultaneous. The vessels built in the United States officially numbered during the year aggregate 381,863 gross tons. This record was surpassed in 1874, when 432.725 gross tons were built in the United States and documented. Of the new vessels built during the year 483, of 213,052 gross tons, are steam vessels: 575, of 92,625 gross tons, are sail vessels, including barges with sail power; and 76,186 tons are barges and a fev canalboats for Canadian trade without power of self propulsion. The large proportion of steam vessels, 56 per cent. of the total, make this year's addition to the fleet in value and in carrying power superior to the additions 1874 or of any other year in our history. The most important additions of the year have

during any year since 1856. The figures will

be slightly reduced by the fact that the issue

of official numbers and of marine documents are

been the large steel vessels built for the trade of the Great Lakes. They include the James J Hill, of 6.025 gross tons, the largest merchant vessel built in the United States during 1900. nine other lake steamships and two steel schoon er barges, each of over 5,000 gross tons, and five lake steamships of over 4,000 gross tons. On the seaboard the largest vessel built is the steamship California. 5.879 gross tons, launched at San Francisco, which will be the pioneer

steamship California, 5.879 gross tons, launched at San Francisco, which will be the pioneer vessel in opening regular steam communication between Hawaii and the Atlantic ports of the United States. No other vessel of 5.000 gross tons or over seaboard has ever been numbered during the year, but six steamships of over 4.000 tons each for the Atlantic coasting trade havebeen built.

The only vessel built during the year exclusively for foreign trade has been the steamship Maracalbo of 1.771 gross tons, for the Red D Line in the Venezuelan mail trade. The sister steamships, San Juan and Ponce, of 3.503 gross tons, and the Porto Rico, 1.257 gross tons, giving the island the best means of steam communication with the United States it ever had, are the first maritime results of the annexation of Porto Rico. The steel ship Edward Sewall, 3.306 gross tons, for the Hawaiian trade, are the square-rigged vessels built, but eleven schooners, each of over 1.000 gross tons were constructed for the Atlantic coast trade.

Additions from sources other than construction during the year have been repaired wreeks.

Additions from sources other than construc-tion during the year have been repaired wrecks, 0.843 tons; Hawaiian vessels numbered at San Francisco since June 14, 8,631 tons; vessels sold to citizens by the Government, 7,326 tons; ad-mitted by special acts of Congress, 5,764 tons; American vessels returned from foreign flags, 3,807 tons.

American vessels returned from foreign flags, 3,607 tons.

Full returns will probably show that the total documented tonnage of the United States on June 30, 1900, for the first time since 1865, has again reached 5,000,000 gross tons. The tonnage registered for foreign trade, however, will probably be slightly below 848,000 gross tons, the figures for June 30, 1899. The increase of the Alaskan trade, carried on mainly by registered vessels, has checked somewhat during the year the steady decline in American tonnage registered for foreign trade.

Of the 1,038 steam and sailing vessels of 305,677 gross tons built and numbered during the year, 98 of 185,438 tons were steel, 967 of 119,355 tons were wood, and three of 888 tons iron. The proportion of steel construction is thus much the greatest in our history. This result is attributable also to the Great Lakes construction, where of a total of 99,776 gross tons, 95,015 tons, 25 vessels were steel steam vessels. The numbered construction on the Atlantic seaboard comprised 715 vessels of 190,576 tons, of which 78,344 tons were wood. Numbered construction on the Pacific Coast comprised 37,386 gross tons, and on the Mississippi, Ohlo and Western rivers 131 vessels of 7,939 tons.

For purposes of comparison, vessels under and Western rivers 131 vessels of 7,930 tons.

For purposes of comparison, vessels under construction in Great Britain on March 31, the latest figures available, were 554 of 1,260, 422 gross tons, of which 115 were ocean steel steamships of 4,000 gross tons or over, one being of over 10,000 tens gross. During the three months ended March 31, Great Britain launched 120 steamships of 264,208 gross tons. On that date British vessels under construction were 125,000 tons less than for the corresponding date in 1869.

HIS START IN LIFE.

Who Is New a Millionaire.? "The point is," said a man who is worth million or more, "that no matter how black things may look, a man wants to keep plugging away; he doesn't want to lie down. No matter how little he may get for his work that little is better than nothing, and one thing leads to another. If you are around among people, just as likely to be struck by lightning as any-body else As a matter of fact I got my own real start in life out of the poorest job I ever had, as far as pay was concerned, which I had taken rather than sit still and do nothing.
"Things had turned about so that I was out

of work. I was a youngster then of 20 walked the town, and went into offices, and stopped where I saw work going on in the street, and asked for something to do, and I answered the advertisements in the news papers; and finally the best thing I could do apparently, was to take this job without any actual pay, the inducement being board, with a prospect of advancement. The job was barking for a steamboat at a seaside summer resort, and the prospect of advancement was

barking for a steamboat at a seaside summer resort, and the prospect of advancement was to the place of deckhand on the boat. Not a very profitable job, but I took it. I had made it a point all my life to keep a-doing, and I thought I better do this than nothing.

"And it wasn't a bad job, by any means, as far as simple comfort went; I got enough to eat and good food, and it was healthy, outdoor work, and easy. I had good lungs and it was a cinch to me to stand on the wharf and shout the name of the boat, and tell about the round she made, and its attractions; but it was clear to me from the start I wasn't going to get promoted to deckhand. The deckhands were all husky voung fellows who liked their work, and they all stuck right at it through the season, and I stayed on the wharf; and as far as I could see, right up to the last day, all I was going to get out of it was my board, plus the benefit of my general health of these months spent in the open air; and then on the last day that the boat ran this little thing happened that set me up in life.

"It was in September, a windy, blustery sort of day, not much of a day to go sailing in, and pretty much all the folks had gone from our place, anyway, and so there were not many people to go, and they didn't shove the gangplank out with just the elaborate care they commonly displayed—they just ran the end of it up on the stringpiece, because it would only stay there a minute, for the few people that were going, and that was enough. But with that wind there was a little bit of a sea on there, the boat rolled a little, and pulled that end of the gangplank off the stringpiece, and dropped into the water a little girl about so I o years old that was going aboard with her lather and mother just for one last sail around before they went away.

"Well, now, I jumped into the water and held the little girl up till somebody could reach down from the wharf and get her. Really it wasn't anything to do; I was a good swimmer, and a strong healthy chap, and it wasn't anything more

but keep in the swim!"

When an advertiser has something of real value to dispose of, he first goes to THE NUN'S advertising columns with it.—Adv.

AIRSHIP'S SUCCESSFUL TRIP. Europe's Interest Aroused by Count Zeppe

lin's Experimente Special Cable Despatch to THE SUN LONDON, July 3.-Count Zeppelin's exper-Proportion of Steel Vessels Is 56 Per mental trip with his airship yesterday from Friedrichshaven to Immestadt. Germany, a distance of thirty-five miles, is attracting the attention of Europe, but it is ifficult to ascertain how far the success of the airship was demonstrated. The reports received here are not precise and are not from experts. Count Zeppelin is said to have been

> months. It is said that the steering apparatus worked perfectly until the end of the trial, when one of the wires of the steering gear broke or became entangled, compelling the navigators to de scend. It is said that in descending the airship was successfully guided to an anchored pontoon, on which it alighted and was towed back to Friedrichshaven.

fully satisfied, but he is represented as not

intending to make another trial for two

According to one report, while the ship was in the air at a height of 1,600 feet, Count Zeppelin headed it against the wind, and caused it to perform various evolutions, once describing a huge eight, which astonished the spectators below. The force of the wind was then twenty feet a second. At a height of 1,260 feet the airship covered five miles and a quarter in 1714

One correspondent at Constance quotes ar anonymous scientist of European reputation as saying that the trial was eminently successfu and clearly demonstrated the possibility of guiding balloons. The airship is admittedly imperfect but it proves beyond doubt that Count Zeppelin possesses the key of the mystery and a new era of aerial locomotion has

German military aeronauts who watched the experiment officially are also credited with being satisfied, but none has published his

BARRED BECAUSE OF HIS RELIGION. Mr. Furst Says Proprietor of the Clifton House Refused to Give Him a Room.

PATCHOGUE, N. Y., July 3 .- Michael Furst. ex-Assistant Corporation Counsel of Brooklyn, President of the Associated Cycling Clubs of long Island, and ex-President of the Brooklyn Bicycle Club, says he was turned out of the Clifton House here this evening because he is a Jew. Mr. Furst always spends his Fourth in Patchogue and this evening he arrived just before dinner with a party of friends from Southampton. He had forwarded his baggage to the Clifton and on his arrival at the hotel stepped up to the clerk's desk and registered as did his friends. Then he inquired for his baggage and asked to be assigned to his room. The clerk told him his baggage had not arrived. Just then, he says, W. M. Jenlations are followed, and as a result the sport

not arrived. Just then, he says, W. M. Jenkins, the proprietor of the hotel stepped up and informed him that as he was a Jew he could not remain as a guest of the house. Mr. Furst says he protested against such treatment and then left the house with his friends. He went to the Ocean Avenue Hotel, where he had no trouble in getting a room. When seen to-night Mr. Furst said:

"Yes, I have been actually turned out of the Clifton House because I am a Jew. And for the credit of the American hotel keepers I must say that it is the first time in my life that such an indignity has been offered to me. Patchogue has always been one of my favorite summer stopping places and my custom for years has been to spend the Fourth here. I have stopped at all the village hotels and have always been received without question as a guest. I may say that I have stopped at most of the best hotels in the country in my travels."

RIG AND LITTLE STEAM WHISTLES. The Great Blast of the Ocean Liner and the Toot of the Hoisting Machine.

The great, deep voice that comes over the water from some ocean liner is likely to be from a whistle twelve inches in diameter with a bell twenty-four inches high, which is the largest whistle commonly made. A whistle of this size can be heard ten miles. Such a whistle would be used on only the largest of ocean steamers and war vessels, because only vessels with large boiler capacity could spare the steam required to blow it. It takes a three inch steam pipe to carry the steam required to blow a twelve-inch whistle, and a three-inch pipe will carry off a good deal of steam. Such whistles are used ashore onmills. inch whistle would cost about \$175.

The smallest whistle used would be one such as might be found attached to a hoisting engine. It would have a bell one inch in diameter and two inches high; and a whistle like this would cost about \$2. A whistle of such size, air-blown, would be used on an aphtha launch. The sharp little whistle heard on steam fire engines in the city has a bell an inch and a half in diameter, and three inches high. There are various kinds of steam whistles including, besides the common steam whistles with its single-chambered bell, chime whistles, sirens, and others of peculiar tones. A chime whistle may consist of a group of three whistles of different sizes and tones; there are also, and these are the more commonly used single bell chime whistles. The single bell chime whistle has in its bell three compartments, producing as many distinct tones which harmonize and give a musical chord. Of the whistles of one kind and size and another used nowadays the proportion of those having an agreeable musical sound is far greater now than formerly.

Within comparatively recent years railroads in this country have come very commonly to use on their engines some two characteristic kinds of whistles, one kind on the passenger engines and the other on freight engines. In smaller cities and towns, and in the country along the line, the railroad fills naturally a much more important place in the daily life of the people than it does in a great city, and everybody along the line is more or less interested in the railroad; and not only station agents and baggage men and railroad employees generally, but people along the line of the road, as well, know what's coming long before the train comes in sight by the sound of the engine's whistle.

A Day Ever Glorious in American History. The smallest whistle used would such as might be found attached to a hoisting

TO THE EDITOR OF THE SUN-Sir: It is refreshing during the temporary withdrawal of "Shenandoah" from the boards, to hear again the familiar story "Twas here the battle of Cedar Creek began" proclaimed to a larger audience through the medium of your esteemed journal. This was a battle that no lapse of time, no temporary interests in other and later wars, nor the momentous incidents attending our enlarged cares in the affairs of contemporary history can ever shake from our memory, or, like the fairy stories of our earliest reading, fall to give fresh enjoyment at each recurring perusal.

like the fairy stories of our earliest reading, fail to give fresh enjoyment at each recurring perusal.

Therefore, ever green be the memories of those who survived that day! Vigorous may be their right or left hands to prove to-day that the pen is mightier than the sword in the arena you have so generously thrown open for them to fight in. When, after years of Nature's best endeavor to cover alike the graves of the blue and the gray with green sward the people of both North and South now scatter there flowers promiscuously, at each recurring Memorial Day, there is no better text from which to preach the glory of the American soldier than the battle of Cedar Creek. The wise-planned surprise and successful attack in the earliest hours of Oct. 19 was a credit to Gen. Early, who arises a monumental Phomix after the conflagration of his arms at Winchester and Fisher's Hill and the burning of his Valley storehouse along the line of his previous retreat. Then by the fortunes of war those other Americans, under the leadership of their insuperable commander, Sheridan, achieved a final victory.

Let us not stop for detail in trying to prove that the Cavalry or Artillery or Infantry fought the most heroically, or settled the contest by a particular act of one of these respective arms!

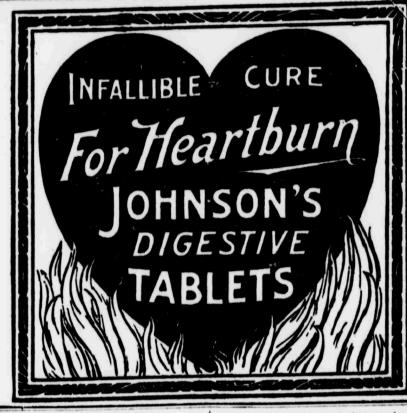
New York, June 30.

T. J. R.

James B. McLaughlin, who owns a stock farm at Columbus, Ohio, arrived yesterday from London aboard the Atlantic transport steam-ship Marquette with 100 Percheron stallions and ten coach horses. va ued at \$100,000, and insured for the same amount. One of the stal-lions, which won the first prize at a French horse fair, cost Mr. McLaughlin \$3,500.

Patrick O'Grady, a laborer of 426 West Fiftysixth street, died yesterday in Roosevelt Hospital of a fractured skull. He was bit on Monday night with a bottle in a saloon row. James Molowan, a bartender, of 108 West Sixty-first street, was arrested yesterday and locked up in the West Forty-seventh street police stations charged with having killed O'Grady.

PADUCAH, Ky., July 3.—The river steamer Peter Hauntz blew up to-day. The engineer was killed and three other officers are missing. Nothing 3 reported about the crew.



CATCHING THE TUNA.

Remarkable Runs-Attorney-General of California Leads With a 164-Pounder.

AVALON, Cal., June 26 .- In southern California what is known as the leaping tuna season dominates everything, the fish being to California what the tarpon is to Florida or Texas. The tuna is an oceanic fish, consequently never seen nearer the mainland than the islands twenty miles or more off shore, and all the fish are caught not only on one side of Santa Catalina Island, but in a restricted area of about five miles off the north shore, or from Avalon Bay to Long Point, about four miles as the crow flies. That fishing which has attracted the attention of the world's anglers and brings them from every State and from abroad every year should be confined to such a limited area is one of the singular facts relating to this exciting sport

The tunas, which range from seventy-five pounds upward, come with the flying fish, appearing in May and remaining until August. biting best in June. The chief characteristic of the fish is its enormous strength and staying power. This can be best illustrated by the statement that a 98-pound fish has been known to tow a heavy boat and two men four or five hours. A fish of unknown size towed another fishing boat fourteen hours; and the seventy or eighty fish taken this season have afforded excitement and material enough to last the anglers long into the winter. The fishing for tuna is dominated by

Tuna Club; in other words, its rules and regu-

is carried on in a remarkably sportsmanlike manner. Rods and reels must be used, and the line must not be larger than a No. 24 Cuttyhunk; most anglers using a 21, which is about the size used by some anglers for black bass-a mere thread. When it is known that about forty members have successfully played fishes ranging up to 250 pounds with this thread, the skill required may be realized. The rod generally costs from \$10 to \$30, and has one tip six feet in length, with a butt two feet long; the guides and tip are agate, while above the reel seat is a grip of cork or some similar substance for the left hand. The reel costs from \$20 to \$75, and is a silver and rubber affair large enough to hold 1,000 feet of line. It has, if the best, a patent brake, a musical click, an ingenious device for distributing the line over the spool. It also has a thumb brake of moosehide, and is the apple of the eye of its owner; as delicately made as a watch, and as carefully cared for. There is no sentiment about reelspoor ones, cheap ones will not answer, a single run of a tuna taking the life out of them, so that the expensive tackle is the cheapest in the end. Some tuna men have a dozen rods, half

that the expensive tackie is the cheapest in the end. Some tuna men have a dozen rods, half as many reeis, notwithstanding the fact that all the boatmen of the island have complete outfits for the fishing.

The boats used in this fishing are yawls, with broad, wide beam, some being double-enders, others having small one or two horse-power engines; but the majority are towed behind large power launches which lie off and on when the angler has a strike. The boatman and gaffer sits amidship, his oars in the rowlocks, the long painter leading from the launch fastened with a hitch which he can toss off at a moment's notice. The anglers usually sit in the stern, facing it, side by side, in comfortable chairs, the seats of which have a notch lined with leather for the butt of the rod.

Thus equipped, the launch steams out, towing the boat, the man at the helm keeping an eye-out for tunas, or flying fish, so as to direct the boat to them. Suddenly a flying fish leaves the water 100 yards to the right and comes darting along two or three feet above the surface. The anglers know that directly beneath the flyer is a tuna and if he comes anywhere near their flying-fish bait he will pounce upon it like a tizer of the sea that he is. They grip their rods tighter, as a very good angler, a man with a national reputation as a fisherman, once had his rod jerked from his hands at such a time. On comes the flying fish, poising just over the bait. The placid blue waters break into silver, two rods are jerked downward and the fight is on. The reels hiss and scream and the fight is on. The reels hiss and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is on. The reels his and scream and the fight is one sayed. The boatmap has taken the oars at the strike and now has them over, pulling agai

SIX DAY'S FISHING. . 10

The event of the tuna season of 1800 was the feat of three women taking, unaided, leaping tunas, which it was sup osed was an impossibility. The Tuna Club had offered a gold medal this year to any woman who would take a tuna of any size, according to the rules of the club which are, rod and reel, 24-strand line, the fish to be reeled to the gaff without aid of any kind. Three women have accomplished this feat: Miss B. O. Clark of Los Angeles, Mrs. J. C. Conner of Colorado Springs and Mrs. James Gardner of Avalon. Miss Clark's fish weighed 118 pounds and was killed in twenty minutes. Mrs. Gardner's fish weighed 130 pounds and was brought to gaff in less than an hour.

Never before in the linstory of fishing here have the tunas been so pientiful. Great schools have taken their place off Avalon Bay, presenting a magnificent sight to the summer visitor. As though by a preconcerted movement the great fish would rush in slors, the water presenting the appearance of being sterm-swept, covered with waves of toam, above which could be seen the tunas leaping six or eight feet into the air. As the school swept in the boats of the anglers put out, and a scene of indescribable confusion and excitement ensued. The fish, driving before them mackerel and flying fish, paid no attention to the boats. The humming of reels, the shouts of the anglers who had strikes, the cracking of rods, the hum af breaking lines, were sounds which filled the air, while over all was the roar of the waves in a windless sea, caused by the tunas as they sprang into the air for their prey. Men and women were so excited when a strike came that they held the reel and deliberately broke the lines; others did things in the excitement which seemed incomprehensible afterward. One angler dropped his rod and hurled an oar at a leaping fish, but the majority sat and played the great fish which fortune brought them.

An excellent opportunity was afforded to

watch the fish, and several photograghs were taken, one showing the fish high in air. One angler, in attempting to cast, had a fish rise and seize the bait as it was whirled through the air. Others had their bait tossed out of the water by the finny acrobats. All the incidents of this extraordinary run would fill a volume. In one day twenty-one tunas were brought in and shipped to San Francisco, where they are in demand, the fiesh being good.

The largest fish of the season so far was taken by Mr. F. Gray Griswold of the Union Club, New York, and had he not broken his rod he would have been so far the leading candidate for the Presidency of the club for 1000, as, according to the rules, the man who takes the largest tuna of the season becomes President for the ensuing year. The first President of the club was a New Yorker, who landed a 183-pound tuna. The next was Col. C. P. Morehouse of Newport, R. I., with a 251-pounder, which is still the record fish. Who will be the President this year is an open question.

As this is written it is announced that Gen.

A. W. Barrett, Attorney-General of California, a member of the Tuna Club, has landed a 164-pend fish, and leads; while Baron Von Stethen, who came all the way from Germany, stands second with a 150-pound tuna.

SUFFERING OF THE PIMAS. Relief Voted by Congress Not Believed + to

Be Enough for This Peaceful Tribe. PHENIX, Ariz., June 26 .- From the time, many hundred years ago, when a strange people came up from the South and taught the Pima Indians of southern Arizona to till the soil, those Indians have prospered. Their records and traditions tell of a time when the tribe existed by hunting and fishing. Then the new people, presumably the Aztecs or the cliff dwellers, came, and until the present year the Pimas were the most prosperous Indian tribe in America. They raised large crops of wheat, barley and maize, and it is known that alfalfa, now

the standard crop of Arizona, was first raised here and used by them, the seed, in some manhere and used by them, the seed, in some manner, having been brought up from Chili. They irrigated their lands, learning that trick also from the Aztecs. They made vast fields of arid deserts, avoided alliances with hostile tribes, and lived peaceably and prosperously. Then the white man came and the trouble of the Pimas began. From the first coming of the settler the bloodthirsty Apache stood in his path, killing whenever the opportunity offered and giving no mercy to the intruder. The whites were weak and practically defenceless, and their condition appealed to the hearts of the Pimas. The latter went to the aid of the settler, offered the protection of his home and arms, and for many years fought the Apache in defence of the white. There was never a chance in the friendship of the Pimas, and their boast always has been, "We do not know the color of a white man's blood." The soldiers finally came and began on the Apaches the releatless war which finally ended in the crushing of the most savage of all the Indian tribes. Here the Pimas were again of benefit to the settlers. Their viliages were ever places of refuge for victims of the Apaches, and their scouts followed the renegades and led the troopers to the final submission of the followers of Geronimo and the ultimate capture of that notable chief.

Now the Pima is paying dearly for his friendship to the whites. The settler has diverted. ner, having been brought up from Chili. They

scouts followed the renegades and led the troopers to the final submission of the followers of Geronimo and the ultimate capture of that notable chief.

Now the Pima is paying dearly for his friendship to the whites. The settler has diverted, for irrigation of lands which he acquired by aid of the Pimas, the flow of the Salt River and the Pima gets no more water for use on his fields of grain. As a result he will have scarcely one-fifth of a crop of grain and two-thirds of his cattle have died from lack of water and food. Two thousand Pimas on the Taca ton reservation are suffering from famine, and unless substantially sided soon will die in large numbers.

A visit to the reservation and a careful investigation of the needs of the Indians show them in a much worse condition than is known generally. Many families, huddled away in their tepees, are dependent entirely upon a few of their neighbors, some of whom have saved small quantities of provisions and are sharing them with the poverty stricken. In many cases the Indians have resorted to the use of mesquite beans and are subsisting entirely on a paste made from them and a liquid taken from the cactus. Several of the women told the correspondent that they and their children had only one scant meal each day for several weeks. The Pimas are usually honest, and as yet have not resorted to theft, but under further pressure of hunger are likely to give the ranchers trouble.

Certain trouble is anticipated from the Papagoes. These Indians, to the number of 3.000, are scattered over the country below Tucson. They are a lazy, worthless people, and have lived almost entirely upon the industry of the Pimas, helping the latter harvest their crops and sharing with them the grain. The Papagoes are more closely allied to the Apaches, and are usually inclined to be quarrelsome. They are all well armed and would make much trouble if once turned loose.

At the Tacaton reservation the chief, Anton Urequez, says that many deaths will follow unless aid comes soon. Anton comes from

The first Fourth of July awning fire occurred in the Tenderloin at a few minutes after midnight. Some one threw a firecracker on the big awnings in front of Smith, Gray & Co.'s clothing store at Broadway and Thirty-first street. The engines rattled up and there was a heap of excitement in the neighborhood. The loss did not exceed \$25.

The loss did not exceed \$25.

Samuel A. Hamilton, an engineer at the Con Forty-fourth street, while working in the engine room yesterday was caught in the fly wheel. His body was whirled around by the was dead. He was married and lived at 210 West 105th street.

Charles Stewart Smith sailed for Europe yesterday on the Kaiser Wilhelm der Grosse. Hoke Smith of Georgia arrived in town yesterday and put up at the Fifth Avenue Hotel. Bids for the new viaduct which will carry Riverside Drive over Ninety-sixth street were opened yesterday by Park Commissioner Clausen. Eight proposals were received, the prices for the work ranging upward from \$189,000. The contract will not be awarded for several days.

There was no meeting of the Council yasterday because only twelve members appeared. President Guggenheimer announced an adjournment until next Tuesday at 10 o'clock in the morning. The body of a drowned man found in the PRIVET off Ninety fourth street last Sunday was fied at the Morgue yesterdayas that of James O nell of 181st street and Broadway. He had missing since June 27.

Frank Lee Taylor, well known as a plane expenses ordered to pay his wife \$12 a week yesterday the West Side police court. She charged that he hadeserted her in Ottowa, Ill., for another woman.